



06-18-04

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant(s): Smith, Jr.

Application No.: 10/701,146

Filed: 11/4/2003

Title: Cargo Oriented Aircraft

Attorney Docket No.: 50121

Commissioner for Patents

P.O. Box 1450

Alexandria, VA 22313-1450

Art Unit:
3644Examiner:
Tien DinhSummary of the Examiner Interview

On 3/25/04 applicant's attorney interviewed the examiner.

In regard to the indefiniteness rejections in the Office Action dated 3/18/04, applicant's attorney pointed out that what was meant by "only two significant horizontal lifting surfaces" was clarified on page 4 the specification. The examiner responded that such should be pointed out in the response to the action.

In regard to the words in parentheses in the claims, applicant's attorney agreed to delete those words and add, at the beginning of the claims, the following:

"In the following claims, when discussing a canard having two and only two significant lifting surfaces, with a smaller lifting surface in front of a larger lifting surface, it should be understood that the smaller lifting surface is usually and frequently referred to as a "canard surface." The larger lifting surface is usually and frequently referred to as a "wing."

The examiner accepted the change as satisfactory.

In regard to the word "door-type" applicant's attorney agreed to delete the hyphen pointing out to the examiner that the PTO data base indicated that since 1976 over 250,000 patents were issued using the word "type" in the claims. In particular, US patent 6,711,740, for instance, just issued March 23, 2004 recited in claim 1: "a generic AP document type ..."

applicants attorney agreed with the examiner to delete the hyphen while submitting the information on the common use of the word type in the claims.

In regard to the examiner's confusion over "two-wing located engines" the examiner could not remember why he found the phrase indefinite. He suggested that we disagree in the response.

Respectfully Submitted,

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